

CLASSIFICATION CONFIDENTIAL
CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY Poland
SUBJECT Transportation - Water

DATE OF
INFORMATION 1949

HOW
PUBLISHED Daily newspaper

DATE DIST. 2 Mar 1950

WHERE
PUBLISHED Warsaw

NO. OF PAGES 2

DATE
PUBLISHED 18 - 30 Dec 1949

LANGUAGE Polish

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50
U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Rzeczpospolita.

POLISH SHIPYARDS' PRODUCTION ABOVE PLAN

WILL FULFILL 3-YEAR PLAN 110 PERCENT -- Rzeczpospolita, No 348, 18 Dec 49

The Association of Polish Shipyards (ZSP) will fulfill the Three-Year Plan 110 percent by the end of 1949. The first coal and ore carrier built was the SS Soldek, now in service. Work on other coal and ore carriers was made easier with better trained personnel and the introduction of welding to replace riveting.

At present, work on Lewant freighters is well advanced. These are similar to freighters on the Levantine route of GAL (Gdynia-America Line). Seventy percent of the work is already completed on the hull of the first Lewant freighter, all except the cast-steel plating for stem and stern posts. On another Lewant, 60 percent of the work on the hull is completed. The shipyard workshops prepared 90 percent of the materials for the construction of these freighters.

The building slip used for the coal and ore carriers Soldek and Wieczorek is now being used to build general cargo motorboats similar to the Warmia and the Puck. Blueprints for these boats were made by Polish engineers and technicians while training in the Italian Ansaldo shipyard. Because of their small size, three of four boats of this type may be built on one building slip. Preparatory work on these small boats is quite far advanced, and construction work has already begun on three of them.

SUPER TRAWLERS FOR POLAND -- Rzeczpospolita, No 348, 18 Dec 49

A super trawler for the fishing industry has been launched by ZSP (Association of Polish Shipyards). Staszewski, an engineer in the Central Bureau for Ship Construction, designed the trawler and the drawings were made by the employees under the direction of engineer Wakuly. The trawler's hull and superstructure weighs 280 tons. It can carry 260 tons of fish.

CONFIDENTIAL

- 1 -

CLASSIFICATION		CONFIDENTIAL		DISTRIBUTION									
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRR											
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI											

CONFIDENTIAL

50X1-HUM

These super trawlers will be equipped with the most modern navigation and fishing equipment, with special equipment for rendering oil from cod liver. Equipment for extracting oil from herrings will also be installed. Poland's deep-sea-fishing plan will rely primarily on these all-Polish-made vessels.

POLAND MAKES SHIPS' BOILERS -- Rzeczpospolita, No 350, 20 Dec 49

The procurement of ships' boilers has presented the greatest difficulty to the Polish shipbuilding industry. The boilers had to be imported, usually from England, and deliveries were slow.

Coal-burning boilers for steam engines are now being manufactured in Poland. A number of coal carriers and other coal-burning steam vessels will be equipped with Polish boilers and engines.

STATE TRANSSHIPMENT ENTERPRISE CREATED -- Rzeczpospolita, No 358, 30 Dec 49

To expand transshipment operations in Poland's small ports, the State Transshipment Enterprise was created, with headquarters in Slupsko.

The new enterprise will start functioning on 17 January 1950. It will have subsidiary branches in the ports of Ustka, Darlowo, and Kolobrzeg.

- E N D -

CONFIDENTIAL

- 2 -

CONFIDENTIAL